Industry Meeting: SC-186 WG4 ASSAP MOPS

No.	<u>ltem</u>	<u>Assignee</u>	Date Due	Open / Closed	<u>Comments</u>	<u>Solution</u>
1	The location of databases/surface map is not focused on in DO-272A, DO-257, OSCD, or ASAS MASPS. This concern is to be conveyed to the CDTI working group.	Bill ???		Open	The following was discussed at Group Meeting #2. The airport surface maps are external to the ASA system boundaries as defined in the MASPS. Bill volunteered to verify if ASSAP	
					has to consider database input requirements for ASSA and FAROA.	
2	ACSS has an action to verify the use and origin, either ASSAP or CDTI, of the tag / cross reference flag with the CDTI group.	Tom Eich	Next Telecon	Open	Coordinate with the CDTI group on this issue	
3	Develop/discuss filtering constraints (e.g., number, range, altitude, vertical height) as relate to the LA Basin 2020 scenario and projected traffic densities. Note: Neither Mike Castle (APL) or Larry Bachman (APL) were in attendance. The individuals were volunteered without their knowledge or consent.	Tom Eich	14-Jun-06	Open	This issue was discussed at Group Meeting #2. No conclusions were made. Action items were created related to this issue.	
4	Determine the minimum number of tracks ASSAP will be required to send to the CDTI. The MASPS specified the CDTI will support a minimum of 30 tracks	Tom Eich	14-Jun-06	Closed	The following was discussed at Group Meeting #2. The group agreed that a minimum of 60 is a good starting point.	
5	Provide a white paper which discusses processing options related to the selection of ADS-B/TCAS tracks for tracks pairs that spatially correlate, do not spatially correlate. Scenarios to discus the advantages/disadvantages of displaying TCAS/ADS-B, the advantage/disadvantages of providing ASA applications the ASAS track if not correlated with TCAS.		14-Jun-06	Open	The following was discussed at Group Meeting #2. All agreed that when integrated with a TCAS system, you need to verify that the ADS-B track does not compromise the intended saftey of the TCAS system. A spatial window was proposed. More discussion is needed on this issue.	
6	Assemble a proposal/strawman related to track selection based on SIL and NAC.	Joel Wichgers	14-Jun-06	Closed	During Group Meeting #2, the group agreed that this proposal is a good start and will have to be further analyzed when the applications are further addressed.	
7	between documents sources as they relate to ACL/TQL	All	14-Jun-06	Closed	During Group Meeting #2, the group agreed that TQL and ACL are not required until the advanced applications are addressed.	
8	Determine where the report consolidation/selection is to occur (ADSB/TISB Receive Subsystem/ ASSAP) when a system has the ability to receive an A/V report from multiple mediums (1090ES, UAT, VDL-4).	Roxaneh Chamlou	14-Jun-06	Open		

Industry Meeting: SC-186 WG4 ASSAP MOPS

<u>No.</u>	<u>ltem</u>	<u>Assignee</u>	Date Due	Open / Closed	<u>Comments</u>	<u>Solution</u>
9	Due to time limitations the presentation was not completed.	Jonathan	14-Jun-06	Closed	R3.210 is open for modification in the ASA	
	Slide 35 identified Latency/Performance Issues which are	Hammer & Joel			MASPS. An issue paper is needed to change	
	to be reviewed by the next ASSAP meeting in June.	Wichgers will			these values since they are shall requirements	
	Latency for the combination of ASSAP and the CDTI shall	0			in the ASA MASPS.	
	(R3.210) be less than 400 ms for targets that are used by	, 100.01				
	coupled applications, targets against which there is an					
	1 11 7 0 0					
	alert, and the 10 highest priority targets.					
	Latency for the combination of ASSAP and the CDTI shall					
	(R3.210) be less than 1 second for targets which are not					
	intended for coupled applications, have no active alerts,					
	and are not included in the highest 10 priority targets.					
	 Track estimation shall (R3.188) extrapolate all established 					
	tracks to a common time within one-second of delivery to					
	ASA applications or the CDTI interface.					
	The tracking function shall (R3.178) terminate a track					
	when the maximum coast interval has been exceeded for					
	all of the applications for which the track is potentially being					
	used.					
	The maximum latency of the navigation data outputs to					
	the ASA system will be less than 2 seconds (ASA MASPS,					
	Page 144)					
	 Selected App, Selected Target, flight crew selections, etc. 					
	TCAS availability when ASSAP is failed?					
10	Determine NASA involvement and/or availability related to the	Sheila Conway		Open		
	validation of requirements.			·		
11	Distribute revised ASSAP MOPS development schedule.	Roxaneh Chamlou		Closed	Distributed by Roxaneh via E-Mail	
12	Distribute revised ASSAP MOPS document outline.	Roxaneh Chamlou		Closed	Distributed by Roxaneh via E-Mail	
13	Determine the tracking capacity based on supporting the	Tom Eich	14-Jun-06	Open	This issue was discussed at Group Meeting #2.	
13	ASA applications. The CD application desires 90 NM.	TOTT LICIT	14-3011-00	Open	No conclusions were made. Action items were	
4.4		A II	44 1 00	011		
14	Which applications are included in this version of ASSAP?	All	14-Jun-06	Closed	During Group Meeting #2, The group agreed to	
					focus on the first 5 applications and consider	
					other applications such as the advanced	
					applications once they are further defined.	
15	How do we define the minimum requirements for	Don Walker	14-Jun-06	Open		
	Application Processing?					
16	Is the selection of an application external to the ASSAP?	All	14-Jun-06	Open		
17	Is the ICAO address received via 1090 MHz unique?	All	14-Jun-06	Open	The following was discussed at Group Meeting	
					#2. Action items were assigned to assess the	
					probability and safety implications of this issue.	
					This issue has also been brought up to plenary.	
					For now, ASSAP will assume that all addresses	
					are unique for ADS-B and TCAS tracks.	
					are unique for ADS-B and TOAS tracks.	
18	When is a TCAS symbol shown on the CDTI?	All	14-Jun-06	Open		
19	Do we need to compensate for TIS-B latency?	All	14-Jun-06	Open		
20	What level of validation is required for ASSAP?	All	14-Jun-06	Open		
21	Duplicate address issue. Provide some probability	Bill Thedford		Open	Ref Al#17	
21	estimates regarding two or more aircraft having the same	1110dioid		Opon		

Industry Meeting: SC-186 WG4 ASSAP MOPS

<u>No.</u>	<u>ltem</u>	<u>Assignee</u>	Date Due	Open / Closed	<u>Comments</u>	<u>Solution</u>
22	Duplicate address issue. Contact Stu to see if the RFG	Roxaneh		Open	Ref Al#17	
	group has performed a risk assessment for EVA/VSA	Chamlou		G P 0		
	regarding displaying or not displaying a target such as	Onamiou				
	when two or more aircraft have the same address.					
23	Duplicate address issue. Determine if the FAA has an	Allen Branch		Open	Ref Al#17	
	opinion regarding the severity of not displaying a target for					
	EVA when two or more aircraft have the same address.					
24	Duplicate address issue. Check the ASA MASPS safety	Ruy Brandao		Open	Ref Al#17	
	analysis for not displaying a track. This information will	,			1.2	
	help understand the case of not displaying a track when					
	duplicate addresses exist.					
25	Study and read about the CD and EVA applications defined	I All		Open		
	in the ASA MASPS					
26	Provide the authors of the ASA applications in DO-289 as a	Roxaneh		Closed	The authors are provided in Group Meeting	
	resource to questions	Chamlou			Minutes #2.	
27	Provide the number and types of traffic in the LA2020	Larry Bachman		Open		
	scenario within 12 Nmi and +/-4000ft.					
28		Allen Branch		Open		
20		Alleli Dialicii		Open		
	information will help validate how many ground vehicles					
	ASSAP will have to monitor and track.					
29	Determine the availability of 1 Nm HPL for existing TSO-	Don Walker		Open	This issue is related to the EVA application	
	C129 sensors.				requiring a NIC of 5 (1 Nm).	
30	Present overall architecture at the next telecon since many	Roxaneh	Next Telecon	Open		
	of the attendees at group meeting #2 were not present at	Chamlou				
	group meeting #1.					
31	Propose a way to scale the NIC based on the integrity	Joel Wichgers	22-Aug-06	Open		
01	containment risk (SIL).	Joon Willingon	ZZ / lug 00	Орон		
32	It was recommended that the track filters are not	Larry Bachman		Open		
32		Larry Bacrillian		Open		
	requirements but possibly MOPS guidance. The					
	requirements should be performance based and testable.					
	An action was taken to define the performance					
	requirements for tracking.					
33		Roxaneh		Open		
	Remove the following requirement in the presentation, "The	Chamlou				
	new track ID be set to the report ID". This is a design					
	requirement that should be left up to the manufacturer.					
	1.544 Smort that should be left up to the manufacturer.		+		+	
		†	+			
		 	+			
			1			
		ļ	1			
			1			
	1	1	1	1	1	1